BookletChart™

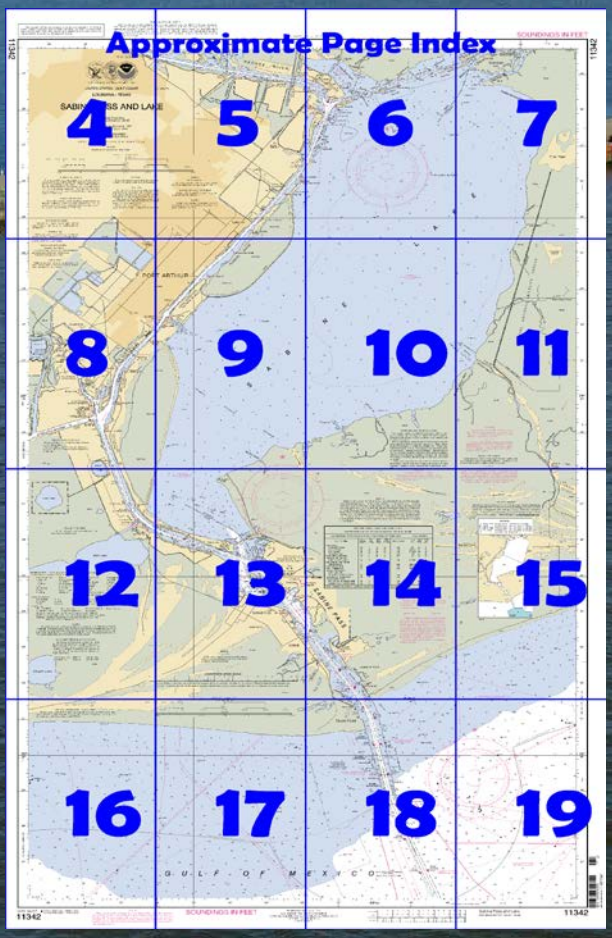
Sabine Pass and Lake

NOAA Chart 11342

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

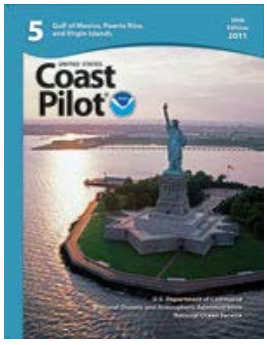
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11342



[Coast Pilot 5, Chapter 9 & 10 excerpts]
Sabine Pass and its connecting channels form an extensive system of deepwater routes leading inland as far as Beaumont and Orange, Texas. From Sabine Pass the coast follows a general WSW direction for 50 miles to Galveston Entrance. Except in the E part, deep water extends fairly close inshore. The coast is low and devoid of prominent features, with the exception of High Island. Heald Bank, off the coast, has depths of 25 to 35 feet and is a danger to deep-draft vessels.
Galveston Entrance is the approach to the cities of Galveston, Texas City, and Houston. Galveston Bay and tributaries form one of the larger commercial ports in the United States, and have extensive foreign and coastwise trade.
Sabine Lake has an average depth of about 6 feet in its 15-mile length. At the S end, where it empties into Sabine Pass, the depth is 1 to 4 feet. A highway bridge over the S end has a swing span with a clearance of 9 feet. An overhead power cable close NW of the bridge has a clearance of 75 feet. Numerous gas and oil well structures, pipes, piles, stakes, and wrecks, some submerged, exist within Sabine Lake. In addition to the S entrance from Sabine Pass, the lake can be entered also from the Sabine-Neches Canal or through Sabine River. The depth through **East Pass** is about 3 feet.
Johnson Bayou, in the extreme SW part of Louisiana, empties into the SE part of Sabine Lake, directly E of Port Arthur. The dredged channel leading to the entrance has filled to the lake bottom level. In 1987, the reported depth was 3 feet into the mouth of the bayou.
Port Arthur, an important shipping center, is on the W shore of the Sabine Lake, 17 miles above the Sabine Pass entrance. There are several large oil refineries and chemical plants, two shipyards, a grain elevator, and numerous small industrial firms at Port Arthur.
The principal industrial development is on Taylor Bayou, at the SW outskirts of the city, sometimes known as **West Port Arthur.** The port has extensive domestic and foreign trade in chemicals and crude petroleum and its refined products. There is some commerce in grain, lumber, iron and steel products, cotton, scrap iron, glass and clay products, shell, paper products, alcohol, caustic soda, menhaden, vegetable and fish oils, lead, and general merchandise.
Taylor Bayou, 6 miles above Sabine Pass, is the site of many of the deep-draft facilities at Port Arthur. Federal project depth for the basins and connecting channels in the bayou is 40 feet. (See Notices to Mariners and latest editions of the charts for controlling depths.) Barriers, 1.6 miles and 2.3 miles above the entrance, obstruct through navigation on Taylor Bayou. **Vessels should approach Sabine Pass through the prescribed Safety Fairway. (**See **166.100 through 166.200**, chapter 2.)
A **regulated navigation area** has been established in Sabine Neches Waterway (Sabine Pass Channel, Port Arthur Canal, Sabine-Neches Canal, Neches River, Sabine River and all navigable waterways tributary thereto). (See **165.1 through 165.13 and 165.806**, chapter 2, for limits and regulations.)
Anchorages.–Deep-draft vessels usually anchor in the Sabine Fairway Anchorages outside of the pass entrance. (See **166.100 through 166.200**, chapter 2.)
Dangers.–The offshore oil well structures, Sabine Bank, and the spoil and dumping grounds on either side of the entrance channel are the principal dangers encountered when approaching Sabine Pass. Vessels should not approach the entrance too closely before the pilot boards.
Pilotage, Port Arthur.–Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American datum of 1927 must be corrected an average of 0.778" northward and 0.607" westward to agree with this chart.

POLLUTION REPORTS

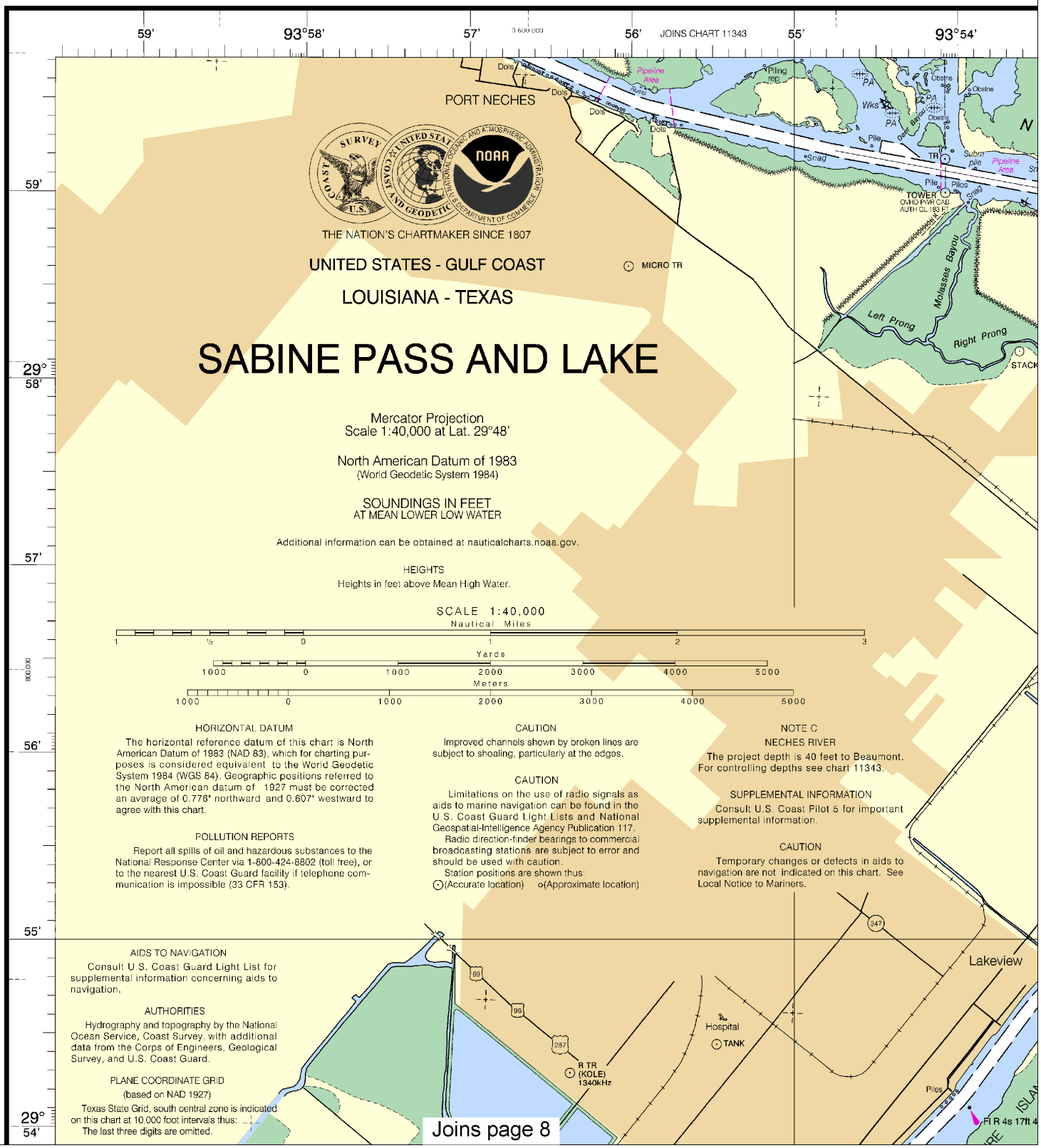
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

11342

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.



4

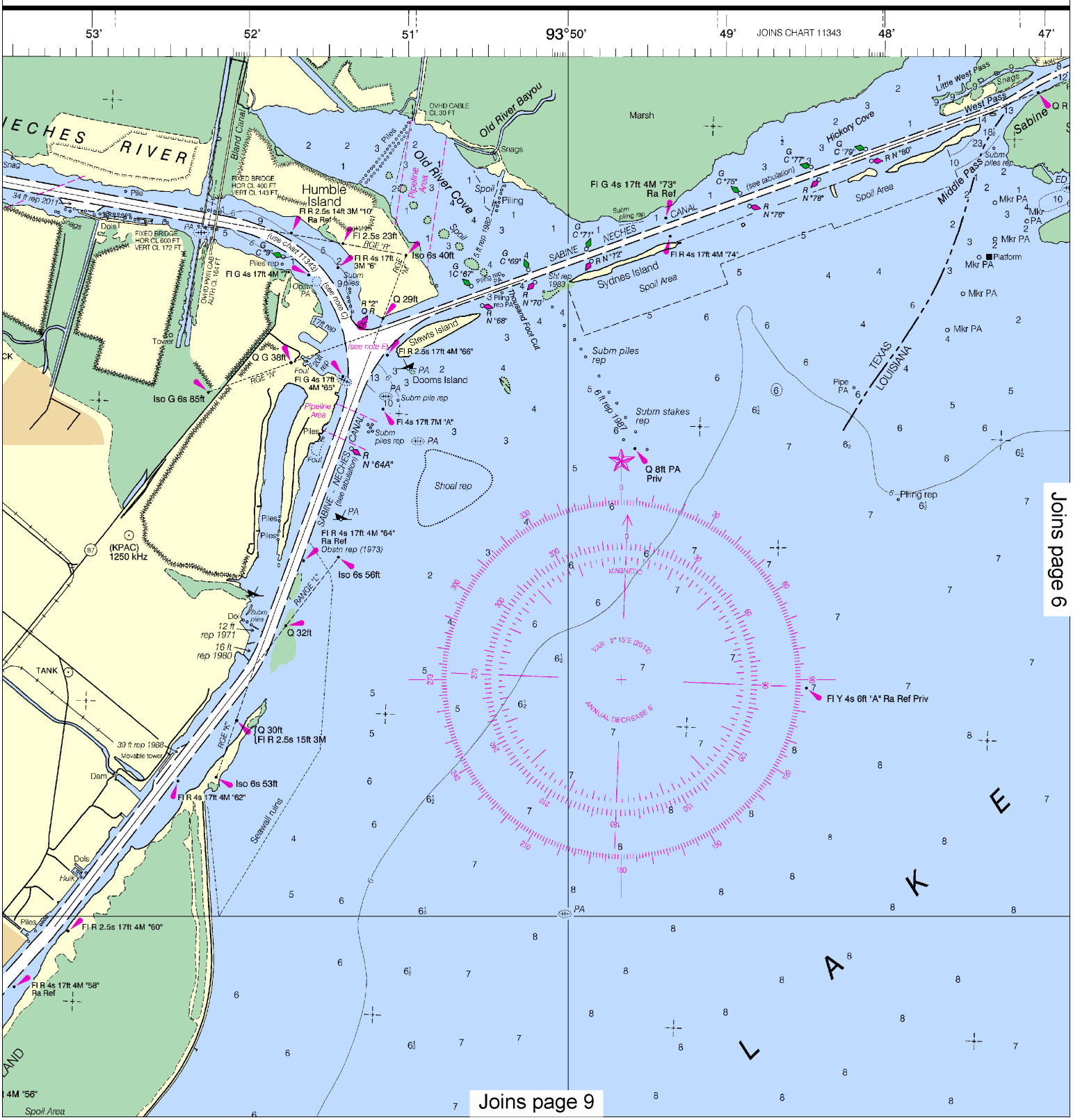
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
Yards

See Note on page 5.

Formerly C&GS 517, 1st Ed., Jan. 1901 C-1944-619 KAPP 76



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

PRINT-ON-DEMAND CHARTS

OAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners critical corrections. Charts are printed when ordered using Print-on-Demand technology. New ons are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent t Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or nGrafix at 1-877-56CHART or http://www.oceangrafix.com.

Formerly C&GS 517, 1st Ed., Jan. 1901 C-1944-619 KAPP 76

57' 3 600 000 56' JOINS CHART 11343 55' 93°54' 53' 52' 51'

ORT NECHES

ER SINCE 1807

ULF COAST

TEXAS

AND LAKE

ction
at. 29°48'

m of 1983
m 1984)

ER

icalcharts.noaa.gov.

Water.

1:40,000
al Miles
1 2 3
Yards
2000 3000 4000 5000
Meters
2000 3000 4000 5000

CAUTION

roved channels shown by broken lines are t to shoaling, particularly at the edges.

CAUTION

nitations on the use of radio signals as marine navigation can be found in the Coast Guard Light Lists and National atial-Intelligence Agency Publication 117. dio direction-finder bearings to commercial casting stations are subject to error and be used with caution. ion positions are shown thus: curate location) o(Approximate location)

NOTE C
NECHES RIVER
The project depth is 40 feet to Beaumont. For controlling depths see chart 11343.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NECHES RIVER
Humble Island
Bland Canal
Old River Cove
Molasses Bayou
Left Prong
Right Prong
Stewts Island
Dooms Island
Shoal rep
SABINE - NECHES CANAL
Lakeview
ISLAND
Seawall ruins
Dam
TANK
STACK
MICRO TR
R TR (KOLE) 1340kHz
(KPAC) 1250 kHz
Hospital
TANK

Joins page 5

Joins page 10

6

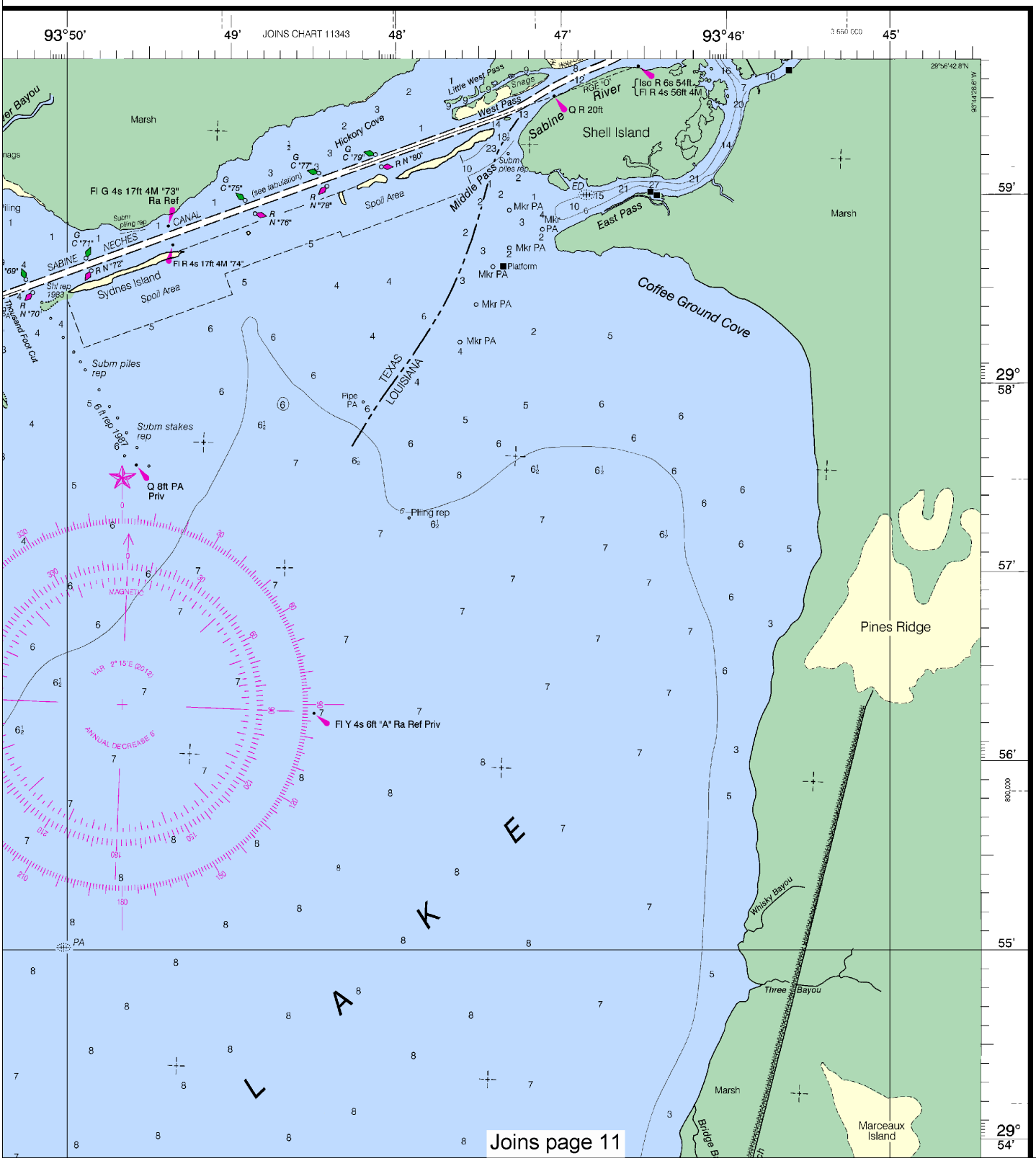
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: n/a.

8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

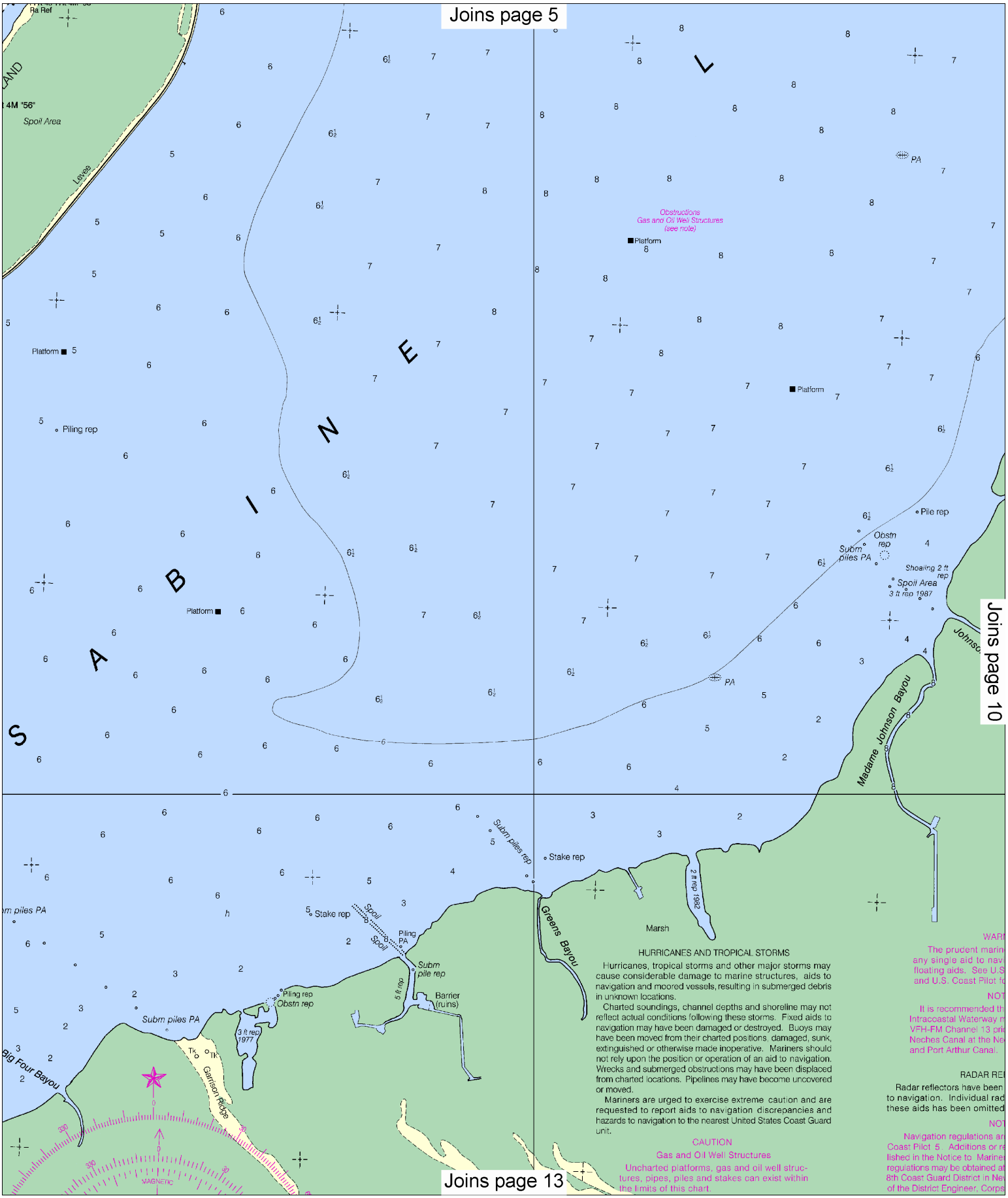
Nautical Miles

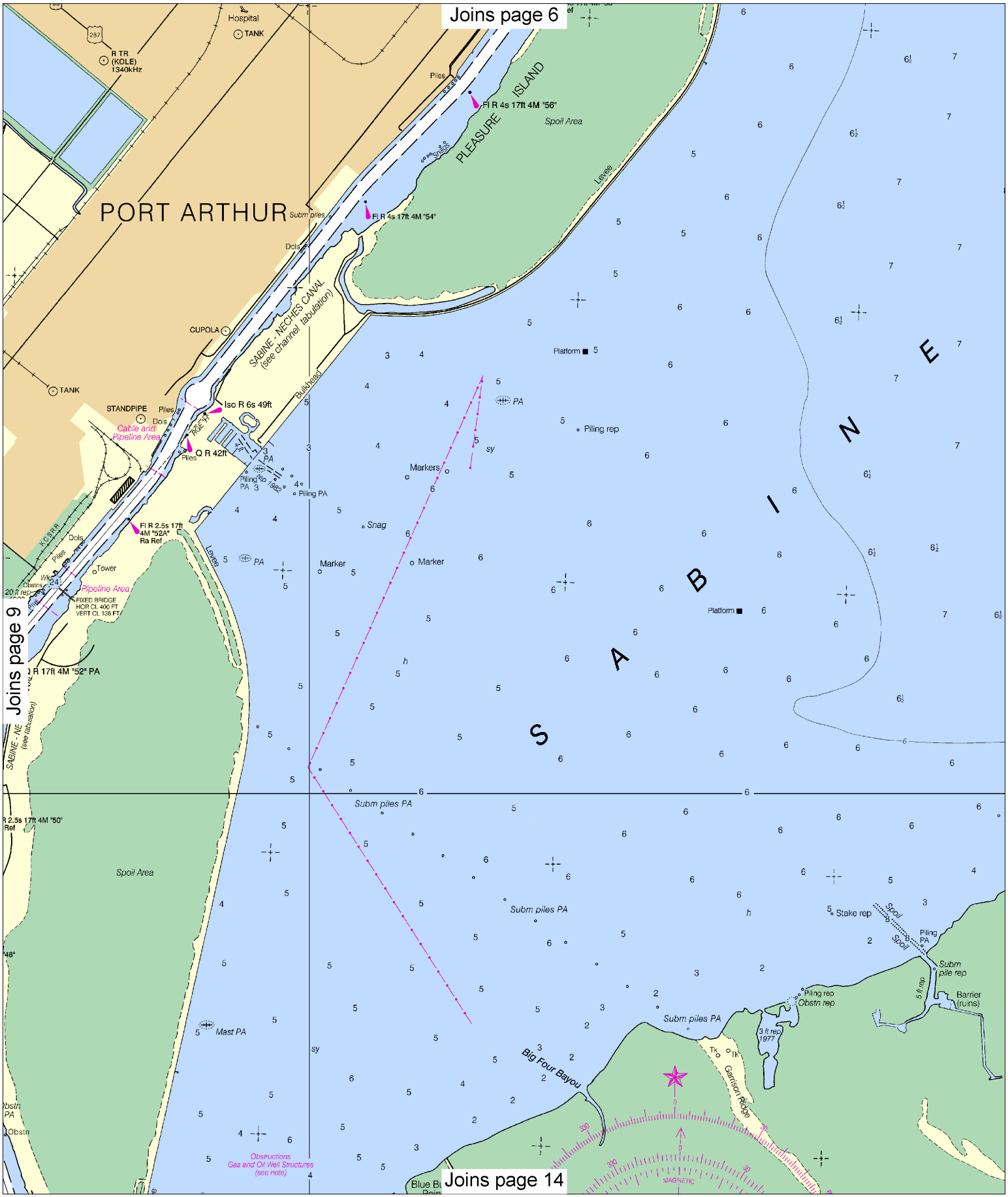
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Spoil Area
Levee
Platform
Piling rep
Obstructions
Gas and Oil Well Structures
(see note)
Subm piles PA
Obstn rep
Shoaling 2 ft rep
Spoil Area
3 ft rep 1987
Madame Johnson Bayou
Stake rep
Subm piles rep
Spoil
Piling PA
Subm pile rep
5 ft rep
Barrier (ruins)
Piling rep
Obstn rep
3 ft rep 1977
Big Four Bayou
Garrison Ridge
Greens Bayou
2 ft rep 1982
Marsh
HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.
CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.
MAGNETIC



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

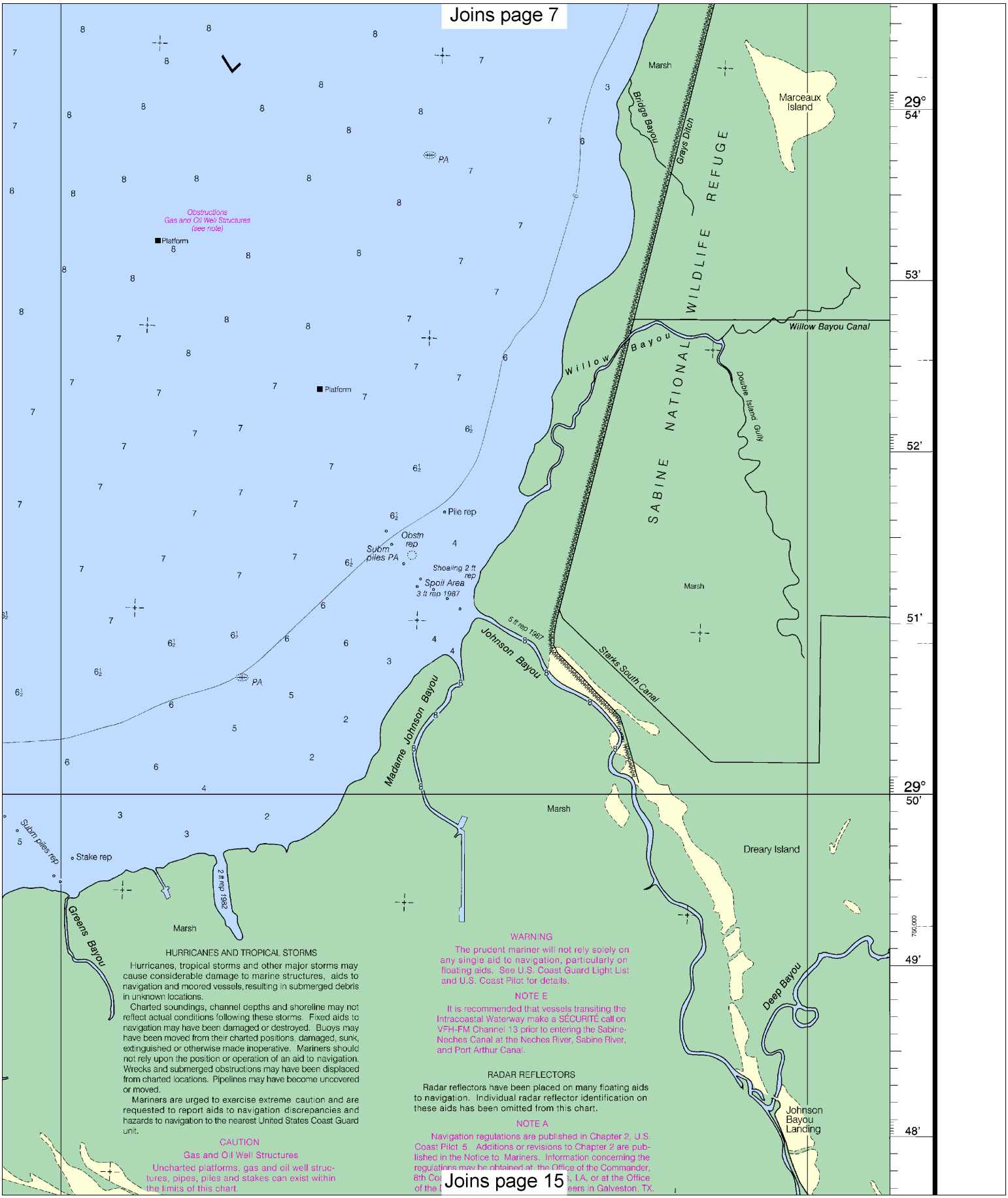
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7



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CAUTION

Gas and Oil Well Structures

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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E

It is recommended that vessels transiting the Intracoastal Waterway make a SÉCURITÉ call on VFH-FM Channel 13 prior to entering the Sabine-Neches Canal at the Neches River, Sabine River, and Port Arthur Canal.

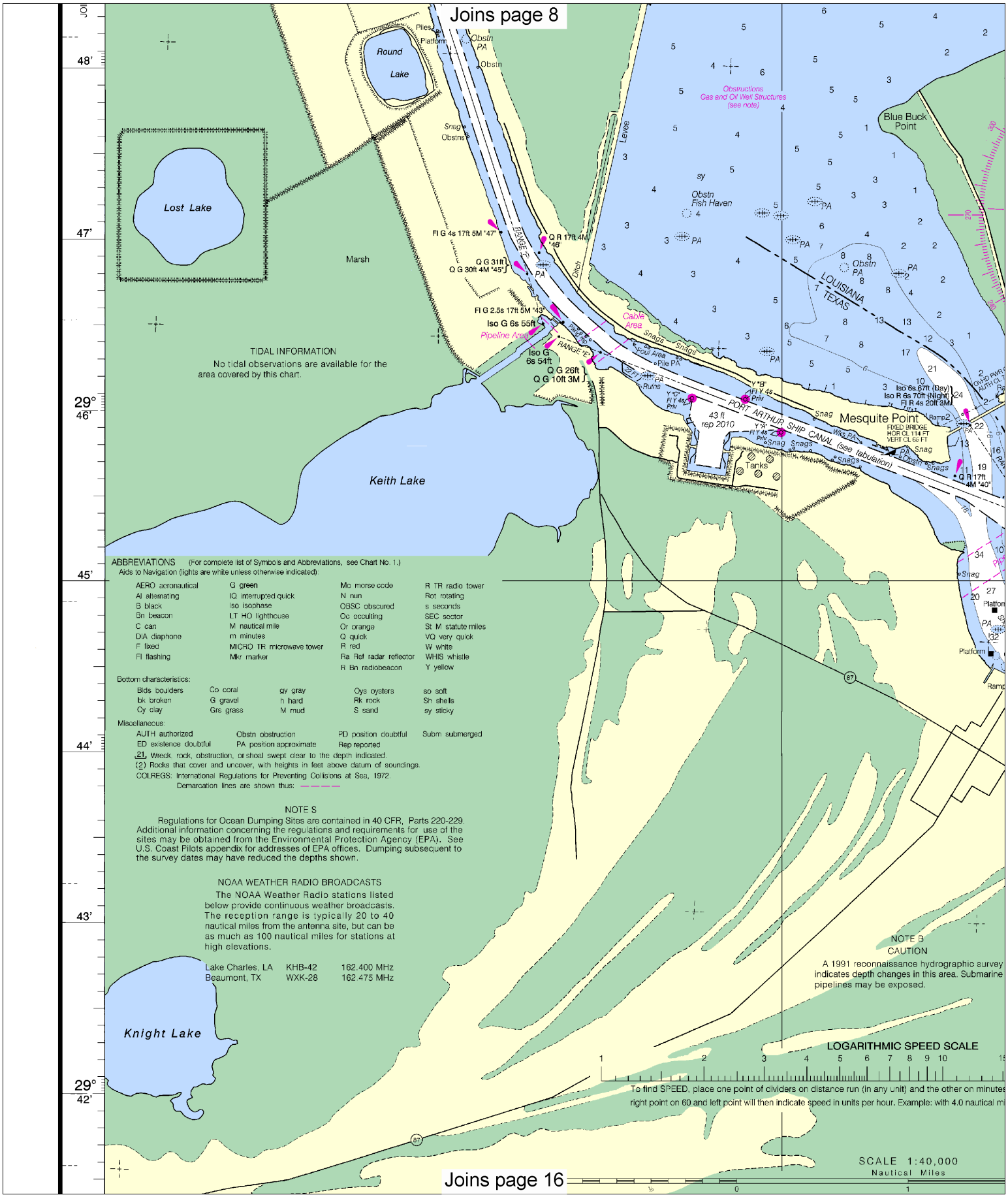
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Co[illegible], LA, or at the Office of the [illegible]eers in Galveston, TX.

Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

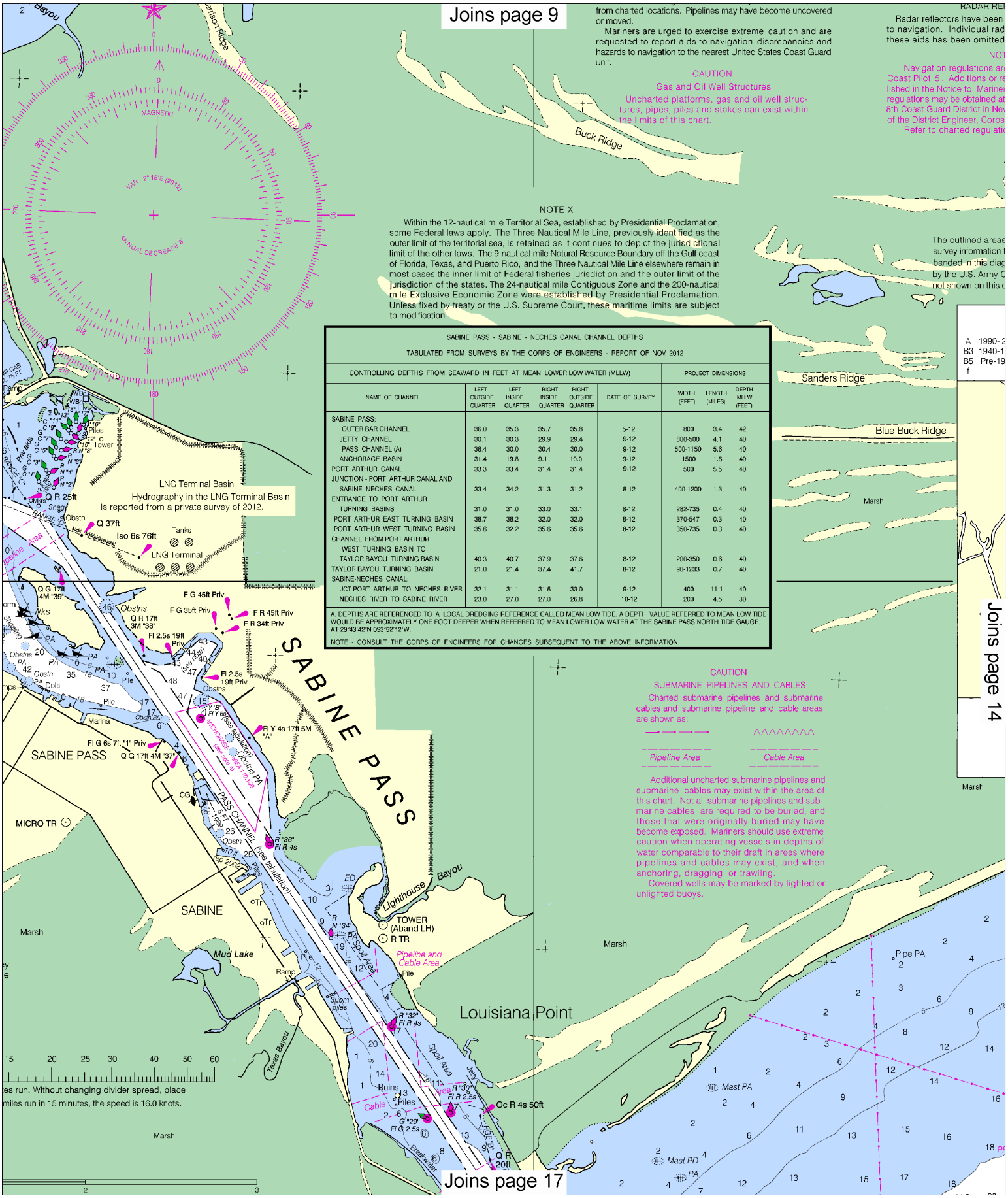
Nautical Miles

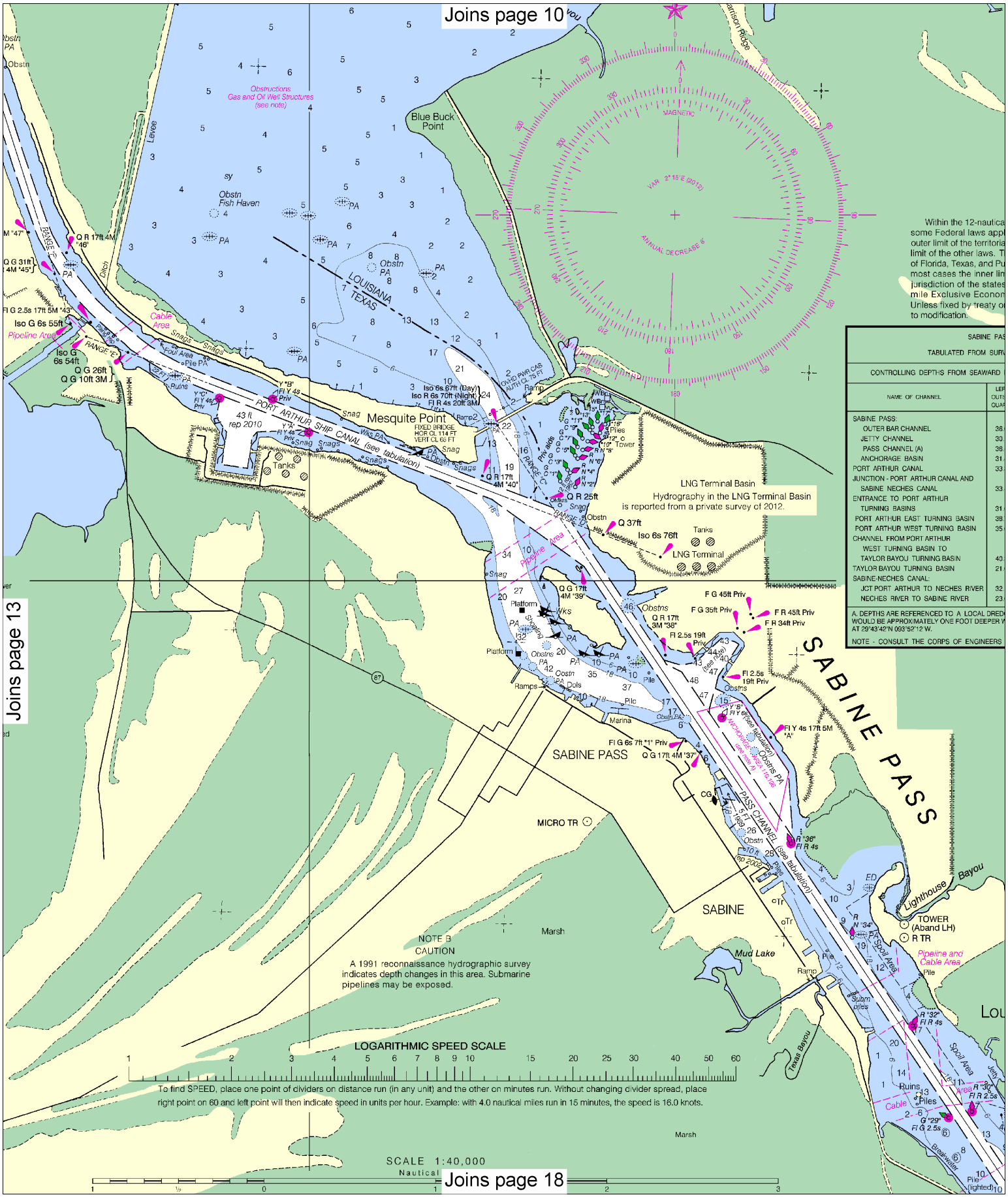
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
Buck Ridge
Sanders Ridge
Blue Buck Ridge
Marsh
Joins page 14
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.
SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)
PROJECT DIMENSIONS
NAME OF CHANNEL
LEFT OUTSIDE QUARTER
LEFT INSIDE QUARTER
RIGHT INSIDE QUARTER
RIGHT OUTSIDE QUARTER
DATE OF SURVEY
WIDTH (FEET)
LENGTH (MILES)
DEPTH MLLW (FEET)
SABINE PASS:
OUTER BAR CHANNEL 36.0 35.3 35.7 35.8 5-12 800 3.4 42
JETTY CHANNEL 30.1 30.3 29.9 29.4 9-12 800-500 4.1 40
PASS CHANNEL (A) 39.4 30.0 30.4 30.0 9-12 500-1150 5.6 40
ANCHORAGE BASIN 31.4 19.8 9.1 10.0 9-12 1500 1.6 40
PORT ARTHUR CANAL 33.3 33.4 31.4 31.4 9-12 500 5.5 40
JUNCTION - PORT ARTHUR CANAL AND SABINE NECHES CANAL 33.4 34.2 31.3 31.2 8-12 400-1200 1.3 40
ENTRANCE TO PORT ARTHUR TURNING BASINS 31.0 31.0 33.0 33.1 8-12 282-735 0.4 40
PORT ARTHUR EAST TURNING BASIN 38.7 38.2 32.0 32.0 8-12 370-547 0.3 40
PORT ARTHUR WEST TURNING BASIN 35.6 32.2 35.6 35.6 8-12 350-735 0.3 40
CHANNEL FROM PORT ARTHUR WEST TURNING BASIN TO TAYLOR BAYOU TURNING BASIN 40.3 40.7 37.9 37.6 8-12 200-350 0.6 40
TAYLOR BAYOU TURNING BASIN 21.0 21.4 37.4 41.7 8-12 90-1233 0.7 40
SABINE-NECHES CANAL: JCT PORT ARTHUR TO NECHES RIVER 32.1 31.1 31.6 33.0 9-12 400 11.1 40
NECHES RIVER TO SABINE RIVER 23.0 27.0 27.0 26.8 10-12 200 4.5 30
A. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. A DEPTH VALUE REFERRED TO MEAN LOW TIDE WOULD BE APPROXIMATELY ONE FOOT DEEPER WHEN REFERRED TO MEAN LOWER LOW WATER AT THE SABINE PASS NORTH TIDE GAUGE. AT 29°43'42"N 093°52'12"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION
CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
LNG Terminal Basin
Hydrography in the LNG Terminal Basin is reported from a private survey of 2012.
LNG Terminal
SABINE PASS
SABINE
Louisiana Point
Mud Lake
Lighthouse Bayou
Texas Bayou
MICRO TR
TOWER (Aband LH)
R TR
Pipeline and Cable Area
Joins page 17



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 11

from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

Gas and Oil Well Structures

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Buck Ridge

Radar reflectors on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

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Johnson Bayou Landing

R TR

Smith Ridge

Buck Ridge

NOTE X

cal mile Territorial Sea, established by Presidential Proclamation, pply. The Three Nautical Mile Line, previously identified as the rial sea, is retained as it continues to depict the jurisdictional The 9-nautical mile Natural Resource Boundary off the Gulf coast Puerto Rico, and the Three Nautical Mile Line elsewhere remain in limit of Federal fisheries jurisdiction and the outer limit of the es. The 24-nautical mile Contiguous Zone and the 200-nautical omic Zone were established by Presidential Proclamation. or the U.S. Supreme Court, these maritime limits are subject

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990- 2009	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
f		US Government Surveys	

PASS - SABINE - NECHES CANAL CHANNEL DEPTHS

URVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012

D IN FEET AT MEAN LOWER LOW WATER (MLLW)

LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
36.0	35.3	35.7	35.8	5-12	800	3.4	42
30.1	30.3	29.9	29.4	9-12	800-500	4.1	40
36.4	30.0	30.4	30.0	9-12	500-1150	5.6	40
31.4	19.8	9.1	10.0	9-12	1500	1.6	40
33.3	33.4	31.4	31.4	9-12	500	5.5	40
33.4	34.2	31.3	31.2	8-12	400-1200	1.3	40
31.0	31.0	33.0	33.1	8-12	282-735	0.4	40
38.7	38.2	32.0	32.0	8-12	370-547	0.3	40
35.6	32.2	35.6	35.6	8-12	350-735	0.3	40
40.3	40.7	37.9	37.6	8-12	200-350	0.6	40
21.0	21.4	37.4	41.7	8-12	90-1233	0.7	40
32.1	31.1	31.6	33.0	9-12	400	11.1	40
23.0	27.0	27.0	26.8	10-12	200	4.5	30

EDGING REFERENCE CALLED MEAN LOW TIDE. A DEPTH VALUE REFERRED TO MEAN LOW TIDE R WHEN REFERRED TO MEAN LOWER LOW WATER AT THE SABINE PASS NORTH TIDE GAUGE.

S FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Sanders Ridge

Blue Buck Ridge

Marsh

Hackberry Ridge

Marsh

Marsh

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

Marsh

uisiana Point

Pipe PA

Mast PA

Oc R 4s 50ft

Q R 20ft

Mast PD

PA

PA (2 ft rep)

M Si

PROHIBITED DUMPING GROUND 205.80 (see note A)

48'

47'

29° 46'

45'

44'

43'

29° 42'

55'

29° 50'

45'

40'

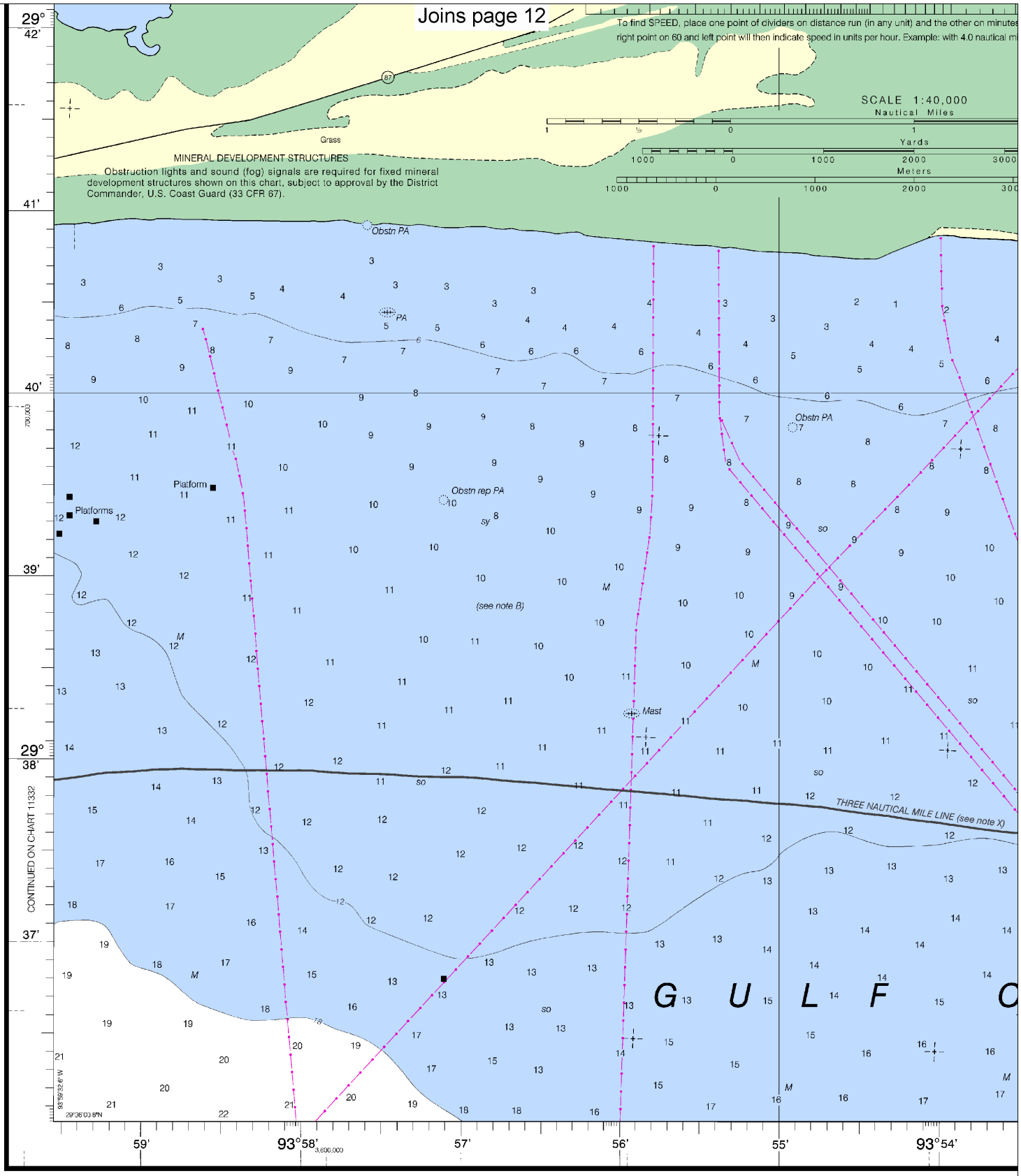
55'

93°50'

45'

ON CHART 11341

Joins page 19



55th Ed., Oct./ 12 ■ Corrected through NM Oct. 20/12
Corrected through LNM Oct. 16/12

11342

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

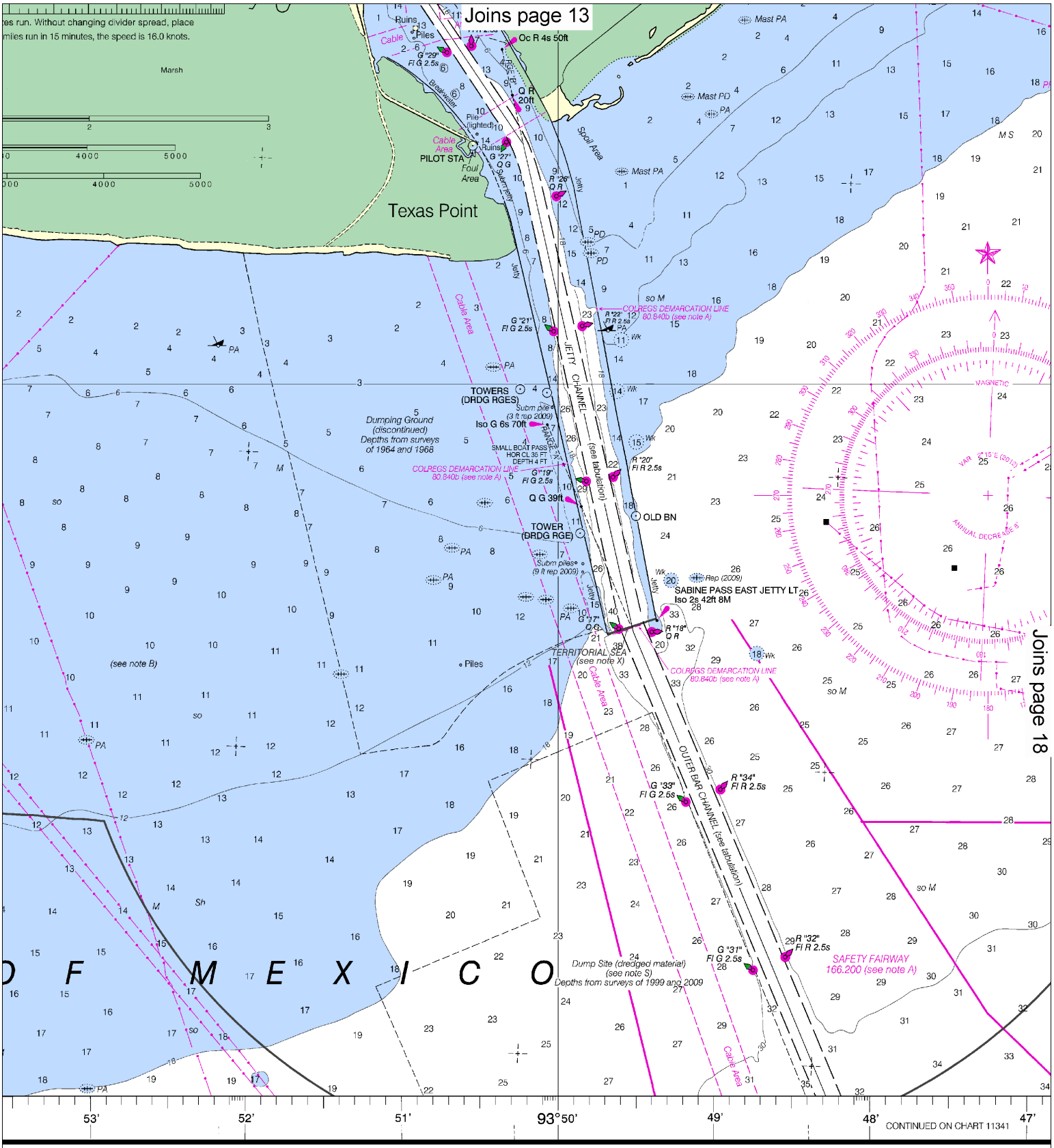
SOUNDINGS IN FE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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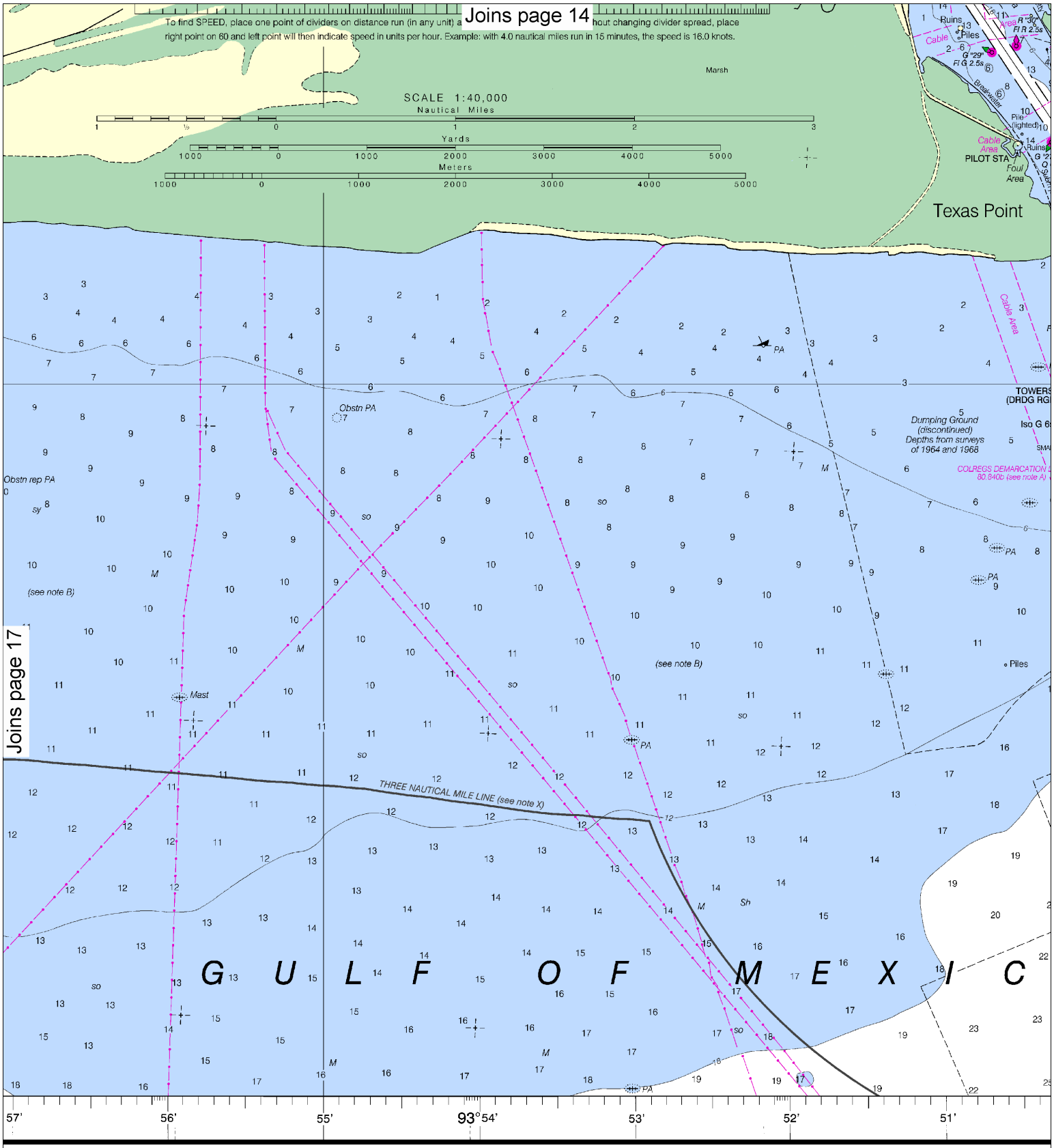
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31



CAUTION

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SOUNDINGS IN FEET

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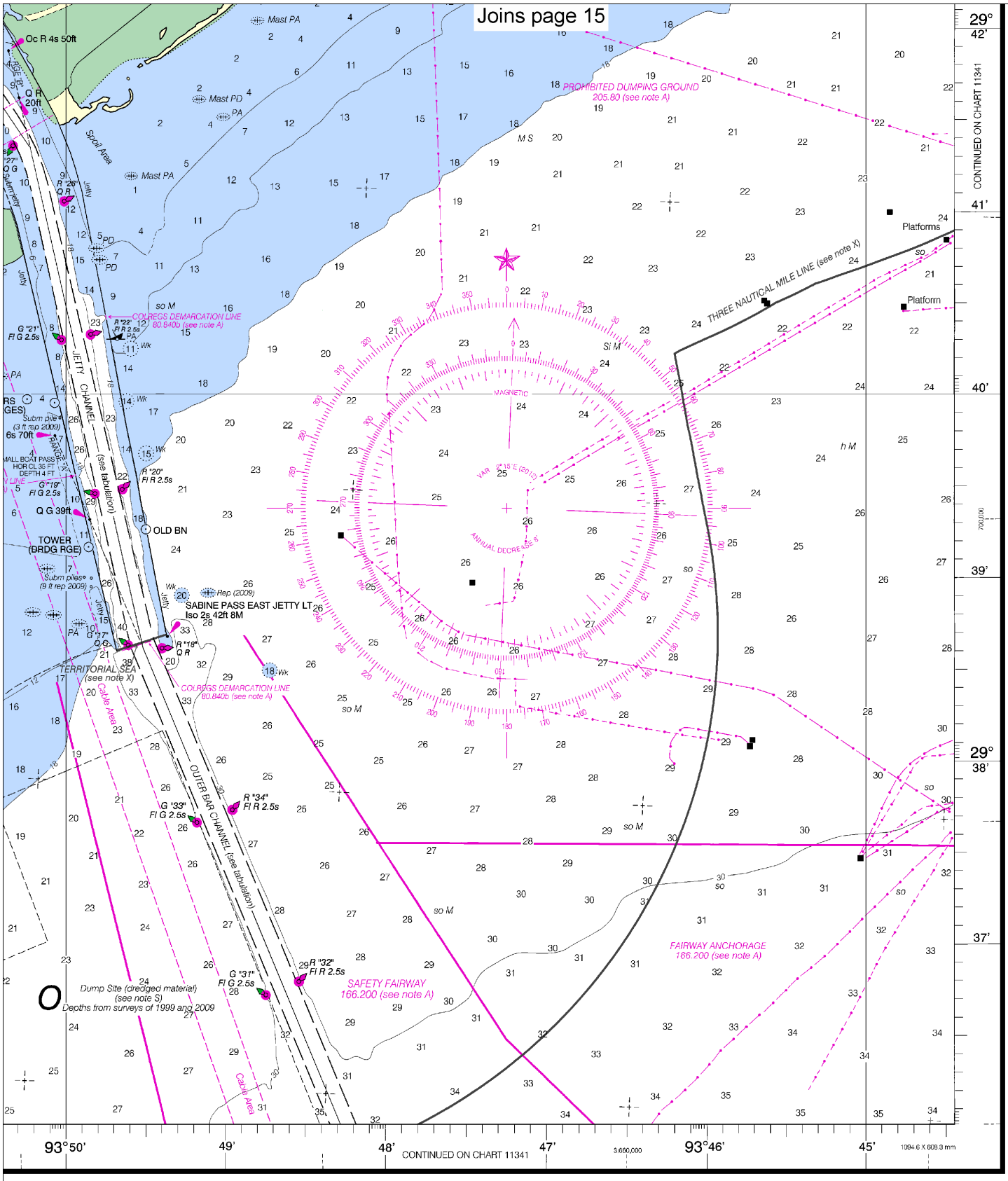
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles

See Note on page 5.

Yards



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FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Sabine Pass and Lake

SOUNDINGS IN FEET - SCALE 1:40,000

11342

ED. NO. 55

NSN 7642014010126 NGA REFERENCE NO. 11AHA11342

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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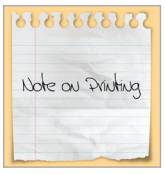

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